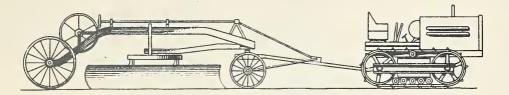
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CONSTRUCTION



HINTS

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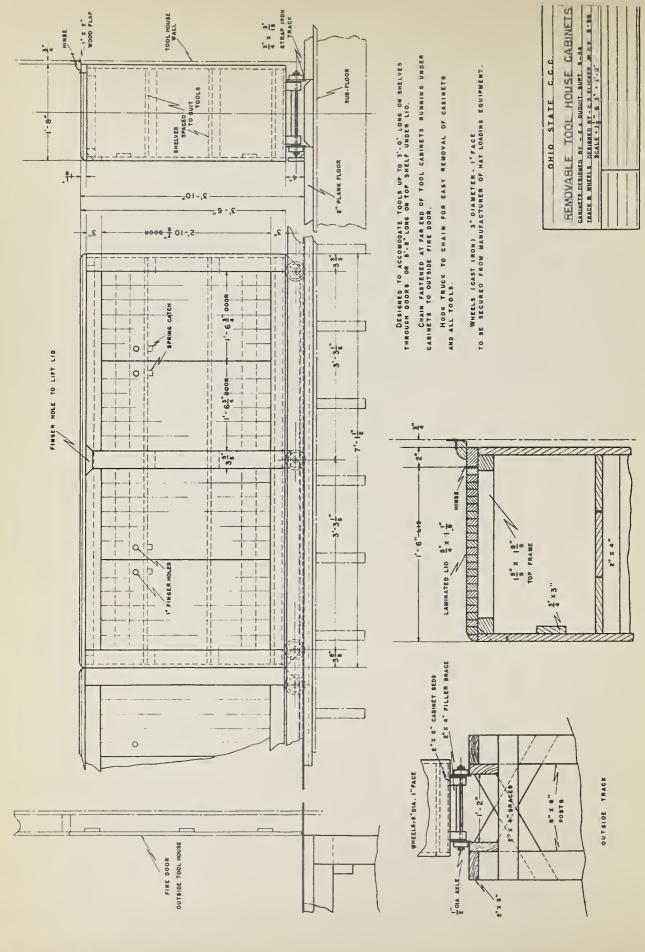
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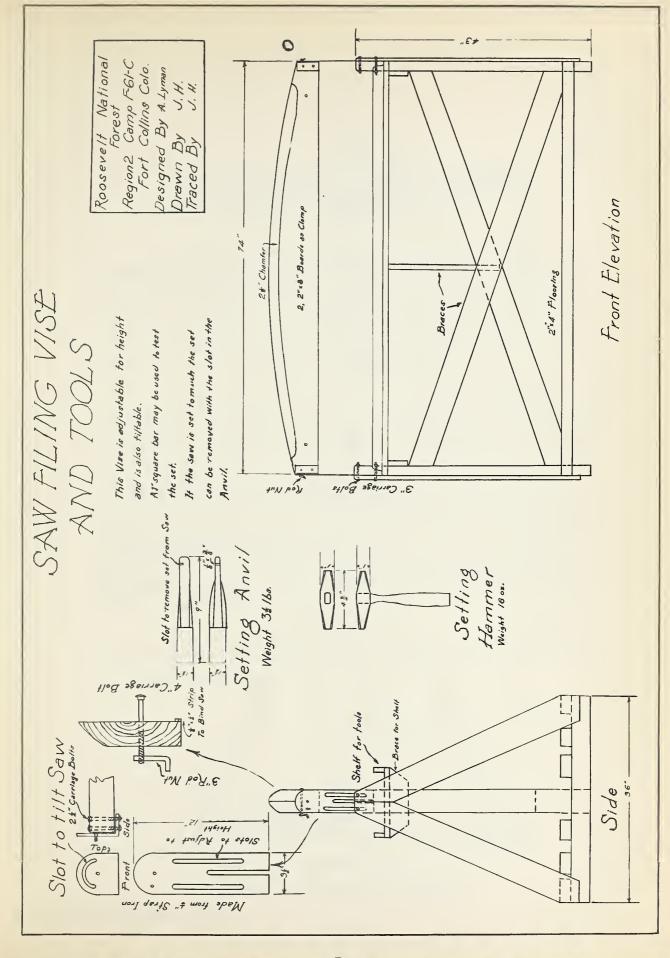
E. A. Duduit, Superintendent, Camp S-54, Ohio State CCC, has designed a "Removable Tool House Cabinet" to facilitate the removal of all tools from the camp tool house in case of fire. The cabinets are placed against opposite walls and two rows down the center of the tool house. Each track extends through a trap door at the end of the tool house to the outside far enough to allow the cabinets to be pulled outside. Details of the cabinet are shown on page 2.

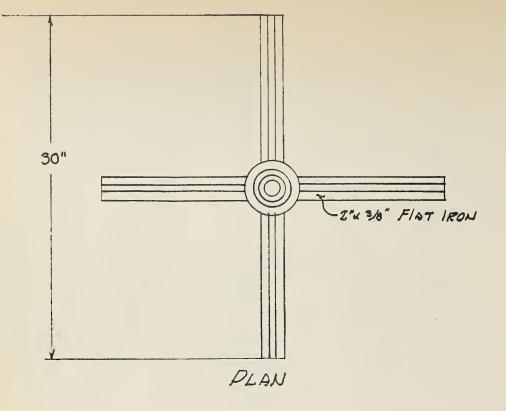
The Volume 5, No. 6 issue of Construction Hints carried information as regards a portable saw filing outfit. On page 3 is shown a saw filing vise and tools developed and used on the Roosevelt National Forest.

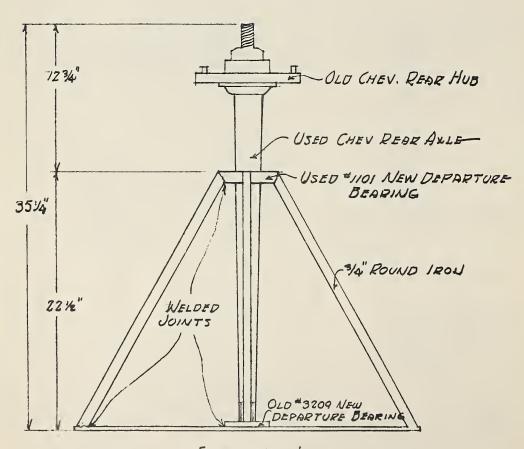
Other items included in this issue are a tire changing rack designed by Camp 51-S, Wisconsin State CCC, an explanation of the procedure submitted by T. M. Holt, Camp Superintendent, Camp Stronash F-70, Manistee National Forest, for changing the trip lever on dump trucks to afford better spreading of gravel, and a design of a garage door fastener, submitted by Camp 51-S, Wisconsin State CCC.

E. S. MASSIE, Jr., Editor.









FLEVATION
TIRE CHANGING RACK

SUBMITTED BY CAMP 51-5

TRIP-LEVER CHANGE ON DUMP TRUCKS

To afford better spreading of gravel and positive adherance to CCC regulations, the trip lever on the dump box on our dump trucks was changed from the left to the right-hand side. This allows the driver to devote his entire attention to driving, while in the process of dumping and spreading his load, while another enrollee rides in the seat with him and trips the load from the right side (door glass turned down) by means of a rope attached to the trip lever.

The amount of work necessary to affect the change varies with the style of dump box, but can usually be accomplished by a mechanic in approximately two hours with the aid of an acetylene torch for minor changes in the lever at the point it attaches to the trip rod.

A hole was then drilled in the upper portion of the trip lever, and a 1/4" x 1-1/2" ring inserted. A single trip rope, 5' long, with an open hook on the end is used for tripping purposes. The rope remains on the dumping end of the project, being attached and removed from the trip lever before and after each load is dumped. This also eliminates breakage and damage to trip levers by the trip ropes falling down under the rear wheels.

The above method has been employed over a period of six months on road surfacing projects and has proven very successful.

GARAGE DOOR FASTENER SUBMITTED by CAMP 51-3

